

Inspection

1. Remove all sealer residue from the brake panel and steering knuckle mounting surfaces.
2. Wipe off all old grease from all of the brake panel parts.
3. Inspect the brake panel for damage.

4. Inspect the metal wheel cylinder brake tube. If necessary, replace it as described in *Wheel Cylinders* in this chapter.

WHEEL CYLINDERS

Refer to **Figure 25**.

Removal

1. Remove the brake panel from the steering knuckle as described in this chapter.
2. Remove the brake shoes (A, **Figure 26**) if they were not already removed.

CAUTION

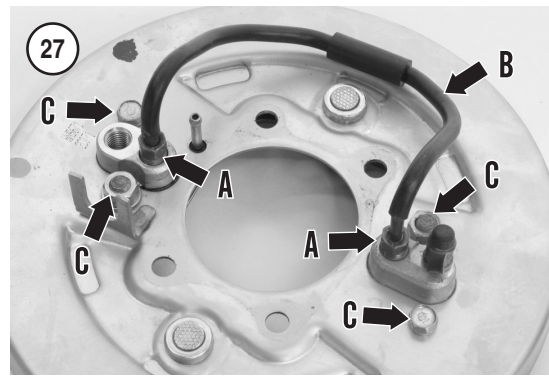
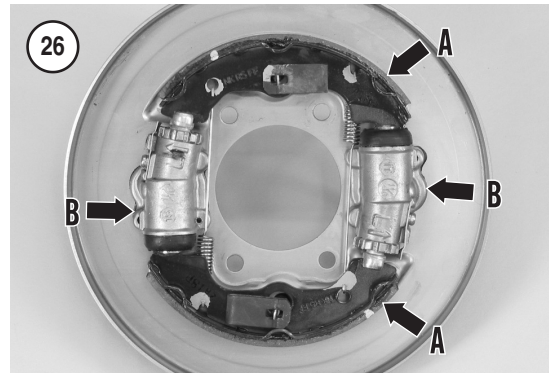
Do not bend the brake tube when removing it in Step 3. Doing so can damage the brake tube and cause misalignment during installation.

3. Loosen the brake tube fittings (A, **Figure 27**) and remove the brake tube (B). Store the brake tube in a sealed plastic bag.

NOTE

Identify each wheel cylinder so it can be installed in its original mounting position.

4. Remove the wheel cylinder mounting nuts, bolts and washers (C, **Figure 27**), and remove the wheel cylinder. If the wheel cylinder is not going to be serviced, store it in a sealed plastic bag until installation.
5. Repeat Step 4 for the opposite wheel cylinder.
6. If necessary, service the wheel cylinders as described in this chapter.



cylinders are disassembled, even though they might not appear worn.

Disassembly

Refer to **Figure 25**.

1. Remove the screw, lockspring and adjuster from the cylinder body.
2. Remove the bleed screw and its cover.
3. Remove the boot from the groove in the piston and cylinder.
4. Push the piston and piston cup out of the cylinder bore.
5. Remove the screw from the adjuster body.

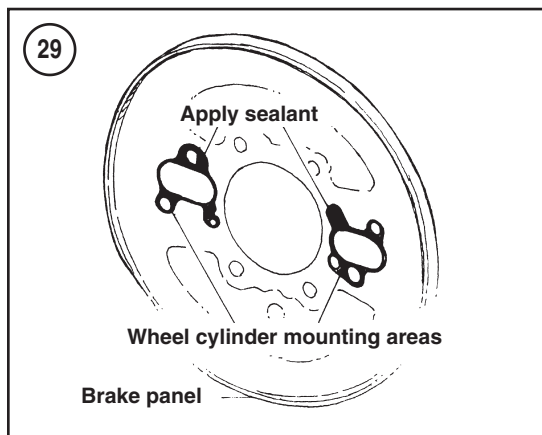
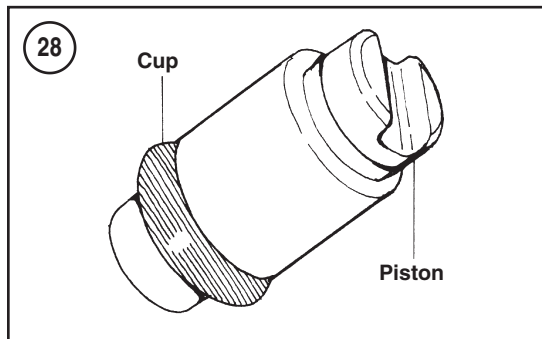
Wheel Cylinder Inspection

Refer to **Table 1** when inspecting and measuring the wheel cylinder components in this section. Replace parts that are out of specification or show damage.

NOTE

It is a good idea to replace the boots and piston cups whenever the wheel

1. Remove all sealer residue from the wheel cylinders where they mount on the brake panel.
2. Clean all the parts, except the outer boot, with or DOT 4 brake fluid.
3. Clean the cylinder passages with compressed air.
4. Check the boot for damage.
5. Check the piston cup for excessive wear, cracks or other damage.
6. Check the cylinder bore for deep pits, scratches and other damage. Check the part of the cylinder bore that contacts the piston cup. If the cylinder bore is severely damaged, replace the wheel cylinder assembly. The wheel cylinder housing is not available separately.
7. Check the piston for scratches, flat spots, cracks or other damage. If the damage is severe, replace the piston.
8. Measure the wheel cylinder inside diameter and compare it to the service specification in **Table 1**. If it is out of specification, replace the wheel cylinder assembly.



9. Measure the piston outside diameter and compare it to the service specification in **Table 1**. Replace the piston if it is out of specification.
10. Inspect the lockspring for cracks, fatigue or other damage.
11. Inspect the screw and adjuster body for corrosion. Check the adjuster body for excessively worn or damaged adjuster arms.

Brake Panel Inspection

1. Remove all sealer residue from the brake panel where the wheel cylinders mount.
2. Check the brake panel for warp, cracks or other damage. Replace it if necessary.

Brake Tube Inspection

1. Clean the brake tube with compressed air.
2. Inspect the brake tube for bending, cracks and corrosion. Check the two end nuts for damage.
3. Check the tube's flared ends for cracks or other damage. If these ends are damaged, do not try to re-

pair them as this may distort or burr the ends and cause the tube to leak. If the tube is damaged in any way, replace it.

4. Store the brake tube in a sealed plastic bag until reassembly.

Assembly

Use new or DOT 4 brake fluid when brake fluid is called out in the following steps. Do not use DOT 5 (silicone based) brake fluid.

CAUTION

Do not allow grease or oil to contact the boots or piston cups when assembling the wheel cylinders. Grease or oil will destroy the rubber parts.

1. When installing a new piston cup, perform the following:
 - a. Soak the new piston cup in brake fluid for approximately 5-10 minutes.
 - b. Lubricate the piston with brake fluid.
 - c. Install the piston cup onto the piston and seat it into its groove as shown in **Figure 28**.
2. Coat the piston cup, piston and cylinder bore with brake fluid.
3. Install the piston into the cylinder as shown in **Figure 25**. Make sure the piston cup does not turn inside out. The cup should be compressed when installed inside the cylinder.
4. Install a new boot over the piston. Make sure it is seated in the piston and cylinder body grooves.
5. Apply a light coat of silicone brake grease onto the screw threads, then install the screw into the adjuster body.
6. Apply silicone brake grease onto the adjuster threads and install the adjuster into the wheel cylinder.

Installation

1. Apply sealant to the brake panel where the wheel cylinders mount. See **Figure 29**.
2. Install the wheel cylinders as follows:
 - a. Install the wheel cylinders (A, **Figure 30**) in their original mounting positions.
 - b. Secure each wheel cylinder with its nut, lockwasher (B, **Figure 30**) and bolt (C).
 - c. Tighten the wheel cylinder nut and bolt as specified in **Table 3**.
3. Repeat Step 2 to install the other wheel cylinder.

4. Install the brake tube (D, **Figure 30**) onto the wheel cylinders, then thread the nuts into the wheel cylinders and tighten them as specified in **Table 3**.
5. Install the brake panel as described in this chapter.

FRONT MASTER CYLINDER

Refer to **Figure 31**.

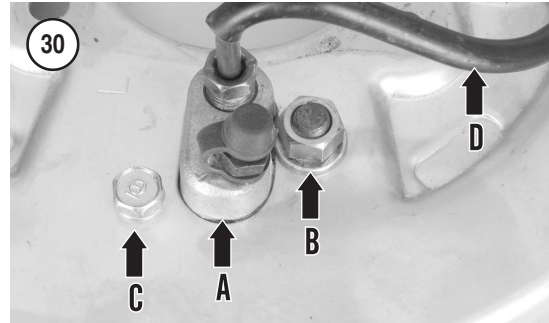
Removal/Installation

1. Park the ATV on level ground and set the parking brake.
2. Drain the brake fluid as described in this chapter.
3. Cover the area under the master cylinder to prevent brake fluid from damaging any component that it might contact.

CAUTION

If brake fluid should contact any surface, wash the area immediately with soapy water and rinse completely. Brake fluid will damage plastic, painted and plated surfaces.

4. Remove the banjo bolt (**Figure 32**) and the sealing washers securing the upper brake hose to the master cylinder. Place the loose end of the brake hose in a plastic bag to prevent the entry of dirt and foreign matter, and to prevent residual brake fluid from leaking out onto the frame components. Tie the brake hose to the handlebar.
5. Unbolt and remove the master cylinder and its clamp (**Figure 33**) from the handlebar.
6. If necessary, service the master cylinder as described in this chapter.
7. Clean the handlebar, master cylinder and clamp mating surfaces.
8. Install the master cylinder, clamp and mounting bolts onto the handlebar. Install the clamp with its UP mark and arrow facing up (**Figure 33**). Tighten the upper master cylinder mounting bolt to 12 N•m (106 in.-lb.).
9. Turn the master cylinder to align its clamp surfaces with the punch mark on the handlebar (**Figure 34**), then tighten the lower master cylinder mounting bolt (**Figure 33**) to 12 N•m (106 in.-lb.).
10. Connect the brake hose onto the master cylinder using the banjo bolt and two new washers. Install a washer on each side of the hose fitting. Tighten the banjo bolt (**Figure 32**) to 34 N•m (25 ft.-lb.).



11. Refill the master cylinder with DOT 3 or DOT 4 brake fluid and bleed the brake as described in this chapter.

WARNING

Do not ride the ATV until the front brakes are working properly. Make sure the brake lever travel is not excessive and the lever does not feel spongy. Either condition indicates that repeating the bleeding procedure is necessary.

12. Install the handlebar cover (Chapter Fifteen).

Disassembly

Refer to **Figure 31**.

1. Remove the master cylinder as described in this chapter.
2. Remove the nut, bolt and front brake lever.
3. Remove the screws, top cover, diaphragm plate, diaphragm and float.
4. Pour out any brake fluid and discard it properly. Never reuse brake fluid.
5. Remove the dust boot (**Figure 35**) from the end of the piston and piston bore.

NOTE

If brake fluid leaks from the piston bore, the piston cups are worn or damaged. Replace the piston assembly.

NOTE

*To hold the master cylinder when removing and installing the snap ring, thread a bolt with a nut into the master cylinder. Tighten the nut against the master cylinder to lock the bolt in place, then clamp the bolt and nut in a vise as shown in **Figure 36**.*

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